

Why won't there be a dedicated bike lane on University Avenue?

- Today, many people choose to ride on University in part because it is so wide. Because the construction of LRT will take 28 feet from the center of the road, future driving lanes will be much narrower. The Saint Paul City Council unanimously adopted these plans in summer of 2008.
- The width of University Avenue, from building to building, is 120 feet. With the minimum mandatory elements needed to secure federal and local approval, and the elements requested by the community process (such as pedestrian refuges at crossings), there is not enough right of way to accommodate a safe bike lane within the existing right-of-way.

I currently ride on University. What is the alternative?

- Bicyclists will still ride on University to reach many destinations along it, but will do so by riding in a standard traffic lane.
- For alternative routes, the Bike Walk Central Corridor Action Plan outlines projects to build local, regional, and commuter routes to supplement the existing system and to help get people to stations. These routes include a range of upgraded treatments, including enhanced crossings, new striping, bicycle boulevard treatments, wayfinding, traffic-calming, and traffic-diversion.
- All of University Avenue will be under construction sometime between 2010 and 2014. Providing short and long-term alternatives enriches the future system, while establishing a safe and convenient detour for the construction period.

Does the City of Saint Paul support building Complete Streets?

• The Saint Paul City Council is currently considering the Comprehensive Plan, including the following *Complete Streets* policy:

Complete the streets. Accommodate and balance the needs of all users of the transportation system, including pedestrians, cyclists, transit, freight, and motor vehicle drivers, to the extent appropriate to the function and context of the street. The public right of way must account for the safety and convenience of the most vulnerable populations, including children, seniors, persons with disabilities, and those who cannot or do not drive a motor vehicle.

However, on any urban street, there are competing demands for limited right-of-way. Design is sensitive
to the local context. In this case, trains and buses, pedestrian space, commercial parking, cars, trucks,
and bicycles are all vital to keeping University a vibrant commercial strip, but dedicated space for each
user must be balanced within existing constraints and priorities.

Where can I get more information?

• Visit our Bike Walk Central Corridor website at http://www.stpaul.gov/index.asp?NID=2842 or contact Emily Goodman at 651-266-6551 or emily.goodman@ci.stpaul.mn.us for more information.